

[REDACTED]

Date: 15 March 2024
Reference: F0006735

Dear [REDACTED]

Thank you for your request of 23 February 2024, for the release of information held by the Civil Aviation Authority (CAA). For reference your original enquiry was as follows:

- 1. Please can you also provide me with the medical protocol made available to health professionals and authorised medical examiners on how to deal with air crew who suffer contaminated air events.*
- 2. Please can you provide evidence of the 'Government's work with manufacturers, airlines and the regulator and the effective action taken to prevent oil and hydraulic fluid leakages into the aircraft cabin'?*
- 3. Can you also provide evidence of the Government's work with the CAA and airlines to improve the support given to pilots (and cabin crew) claiming to suffer ill health following a contaminated air event and explain what support is now available - aside from the NHS/CAA Care Pathway which offers no support whatsoever.*

Your request has been considered in line with the provisions of the Freedom of Information Act 2000 (FOIA). I can confirm that the CAA holds some information within scope of the above enquiry.

Please find the below response relating to the role of the CAA only. The following should not and indeed cannot be taken as a definitive response to the wider more generic parameters of term used within the request – "Government's work". It is possible, and outside of the CAA's remit, that over UK Government departments, agencies and/or arms-length-bodies have and are engaging in such work.

It should also be noted that the generic starting point of the request – '*provide evidence*' – is difficult to quantify as it would be the CAA's position that there is no one definitive evidential source document that 'proves' the work mentioned. Rather, it is the CAA's position, that this work is inherent in the day-to-day functions and operations of CAA staff.

- 1. Please can you also provide me with the medical protocol made available to health professionals and authorised medical examiners on how to deal with air crew who suffer contaminated air events.*

Civil Aviation Authority

Aviation House, Beehive Ring Road, Crawley, West Sussex RH6 0YR. www.caa.co.uk

Email: foi.requests@caa.co.uk

Please note the CAA would direct individuals who may have been exposed to a fume event to their local A&E department, GP, occupational health service or AME. For further information please see the following link:

<https://www.caa.co.uk/passengers/before-you-fly/am-i-fit-to-fly/guidance-for-health-professionals/aircraft-fume-events/>

2. Please can you provide evidence of the 'Government's work with manufacturers, airlines and the regulator and the effective action taken to prevent oil and hydraulic fluid leakages into the aircraft cabin'?

A. Mandatory Occurrence Reporting

I am, however, able to confirm, and by way of providing evidence of the CAA's role that the CAA monitors reports received from airlines on their Smoke, Fume and Odour events. These reports form part of Mandatory Occurrence Reporting data.

If you consider that you require the information for the purpose of maintaining or improving aviation safety, you are able to make an application to the CAA on that basis using the form:

www.caa.co.uk/srg1605.

When events do happen aircraft are removed from service and will be investigated with a smoke event checklist (and in some cases by a dedicated airline maintenance team). Specialised test sets are also available which assist in identify the source of the event.

Most aircraft now have HEPA Filters installed which assist with quickly reducing a smoke or smell event in the cabin. These filters are now fitted as a standard on new aircraft.

Please also find attached two documents which maybe of some interest to you. These supplied documents give advice to operators if they do experience a smoke or fume even. Additionally Airbus has also produced a quality Fresh document which outlines their future proposals for reducing these events in their aircraft:

<https://aircraft.airbus.com/en/newsroom/news/2021-01-cabin-air-quality-key-to-a-comfortable-flight>

B. Engagement with industry

1. With respect to work with manufacturers; British Standards Institute: British Standards Institution - Committee (bsigroup.com)

2. With regard Cabin Air Quality: The CAA have the following position: Cabin air quality | Civil Aviation Authority (caa.co.uk)

3. In respect to the Design and Certification standards applicable to large aircraft, prior to EU Exit, the European Aviation Safety Agency acting on behalf of the United Kingdom as technical agent addressed the topic:

A-NPA 2009-10 - Cabin Air Quality onboard Large Aeroplanes | EASA (europa.eu)

EASA/UK Large Aeroplanes Certification Specifications CS-25 provisions related to cabin air contaminants can be found in CS 25.831 and 25.832 state:

- 25.831(a) provides for the ventilation of passenger and crew compartments, as well as for a minimum flow of fresh air in the crew compartment "to enable crewmembers to perform their duties without undue discomfort or fatigue". The related AMC also provides for a

minimum flow per person for any period exceeding 5 minutes in case of loss of one source of fresh air.

- 25.831(b) provides for crew and passenger compartment air to be free from “harmful” or “hazardous” concentrations of gases and vapours. Some limits are provided for carbon monoxide and carbon dioxide.
- 25.831(d) provides for smoke evacuation to be “readily accomplished”, if accumulation of hazardous quantities of smoke in the cockpit area is reasonably probable.
- 25.832 provides for ozone concentration limits during flight.

4. The outcome of a proposed rule making task was decided under Agency Decision:

ED Decision 2012/001/R - Large Aeroplanes (CS-25) - on termination of rulemaking task 25.035 'Cabin air quality on board Large Aeroplanes' | EASA (europa.eu)

Within Article 1 The Agency concludes that, based on currently available reports and evidences, there is no safety case that would justify an immediate and general rulemaking action.

Article 2 goes onto say according to the existing literature and study reports, the Agency understands that a causal relationship between the health symptoms reported by some stakeholders (some pilots, cabin crews or passengers) and oil/hydraulic fluid contamination has not been established. As there is no conclusive scientific evidence available, the Agency is not able to justify a rulemaking task to change the existing designs or Certification Specifications.

Article 3 states: The rulemaking task 25.035 'Cabin air quality on board Large Aeroplanes' is hereby terminated without amending EASA regulations.

5. The UK CAA following EU Exit continue to work with and collaborate with EASA. Our current policy is to seek harmonisation with rule making tasks from EASA and a recent CAA decision ORS9 - CAA Decision No. 36: Decision adopting Certification Specifications for UK Reg (EU) No 748/2012 | Civil Aviation Authority allows adoption of up-to-date versions of these internationally harmonised Certification Specifications will enable British businesses to design Products, Parts and Appliances to the latest standards.

5. The following paper - CAA Paper 2011/03 - CAA 'Significant Seven' Task Force Reports – may also be of interest. It relates to airlines reporting Fire/Smoke and Fume events.

C. EASA

It should also be noted that during the period 2007 to the UKs EU Exit the majority of this type of work was conducted and lead by EASA. I can therefore only suggest that, if you have not already done so, that you contact EASA direct as their records may better suit your area of study:

Contact us | EASA (europa.eu)

3. Can you also provide evidence of the Government's work with the CAA and airlines to improve the support given to pilots (and cabin crew) claiming to suffer ill health following a contaminated air event and explain what support is now available - aside from the NHS/CAA Care Pathway which offers no support whatsoever.

As with question one the CAA would direct individuals who may have been exposed to a fume event to their local A&E department, GP, occupational health service or AME. There is an NHS pathway through which access to specialist toxicology services are accessible. The provision of ongoing medical support to individuals complaining of ill-health would not be

within the remit of the CAA. An advice sheet for those who may have been exposed to a fume event is available on our website at the following link:

<https://www.caa.co.uk/media/0ffkw1vg/170626-information-sheet-v7.pdf>

If you are not satisfied with how we have dealt with your request in the first instance you should approach the CAA in writing at:-

FOI.Requests@caa.co.uk

The CAA has a formal internal review process for dealing with appeals or complaints in connection with Freedom of Information requests. The key steps in this process are set out below. A request for an internal review should be submitted within 40 working days of the date of this letter.

Should you remain dissatisfied with the outcome you have a right under Section 50 of the FOIA to appeal against the decision by contacting the Information Commissioner at:-

Information Commissioner's Office
FOI/EIR Complaints Resolution
Wycliffe House
Water Lane
Wilmslow
SK9 5AF
<https://ico.org.uk/concerns/>

If you wish to request further information from the CAA, please use the form on the CAA website at FOI - Freedom of Information (caa.co.uk).

Yours sincerely

Freedom of Information Team
Information Rights Specialist

CAA INTERNAL REVIEW & COMPLAINTS PROCEDURE

- The original case to which the appeal or complaint relates is identified and the case file is made available;
- The appeal or complaint is allocated to an Appeal Manager, the appeal is acknowledged and the details of the Appeal Manager are provided to the applicant;
- The Appeal Manager reviews the case to understand the nature of the appeal or complaint, reviews the actions and decisions taken in connection with the original case and takes account of any new information that may have been received. This will typically require contact with those persons involved in the original case and consultation with the CAA Legal Department;
- The Appeal Manager concludes the review and, after consultation with those involved with the case, and with the CAA Legal Department, agrees on the course of action to be taken;

- The Appeal Manager prepares the necessary response and collates any information to be provided to the applicant;
- The response and any necessary information is sent to the applicant, together with information about further rights of appeal to the Information Commissioners Office, including full contact details.